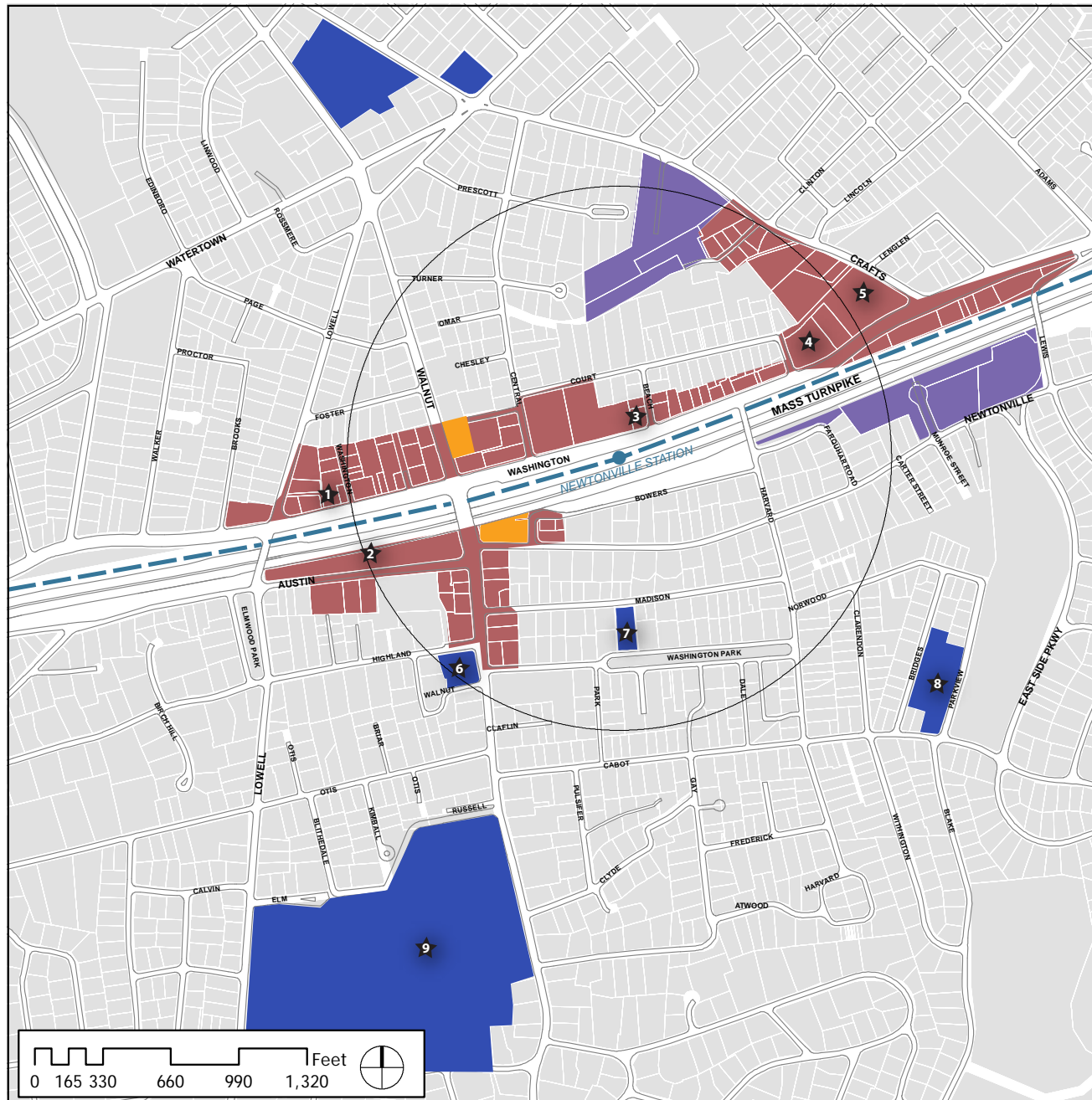


Site Analysis



LAND USE/DESTINATIONS



DESTINATION LOCATIONS

- ★ POST OFFICE
- ★ SHAW'S
- ★ CABOT'S ICE CREAM
- ★ MARTY'S LIQUOR STORE
- ★ WHOLE FOODS
- ★ NEWTON SENIOR CENTER
- ★ NEW ART CENTER
- ★ CABOT ELEMENTARY SCHOOL
- ★ NEWTON NORTH HIGH SCHOOL

○ 1/4 MILE WALKING RADIUS FROM NEWTONVILLE STATION

The Newtonville village center includes retail corridors along Washington and Walnut Streets, a couple of small office buildings, some municipal land, and several public amenities (senior center, art center, high school). However, the majority of the village is a combination of single- and multi-family residential units.

Both public amenities and specific retail stores (Shaw's, Cabot's Ice Cream, Marty's Liquor, Whole Foods) serve as local destinations.

OPEN SPACE

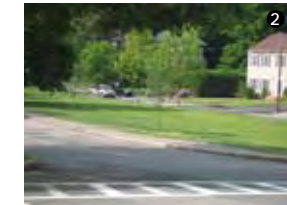


OPEN SPACES

- PARKS
- BALL FIELDS
- LANDSCAPE BUFFER
- 1/4 MI WALKING RADIUS FROM NEWTONVILLE STATION



1 Buffer along the turnpike.



2 Elmwood Park.



3 Park in front of Newton Senior Center.

Residents noted that there is little open space in the Newtonville town center. The existing open space is often in small pieces, such as narrow boulevards along Washington Park and Elmwood Park. The recently-improved lawn at the Newton Senior Center on Walnut Street is quite popular.

CIRCULATION



Train Circulation

- RAILROAD TRACKS
- PLATFORM
- SHELTER
- PLATFORM ACCESS

The Newtonville circulation network incorporates numerous modes of transportation, shown in the following diagrams.

A railroad track, serving both freight trains and the commuter rail, cuts east-west through the site. There are two entrances to the platform, each from a bridge over I-90 and comprised of a break in the chain link fence and a long, steep flight of stairs. The platform spans from one entrance to the other, with a shed-like shelter in the middle.

CIRCULATION



Train Circulation

- RAILROAD TRACKS
- PLATFORM
- SHELTER
- PLATFORM ACCESS

Car Circulation

- LIMITED ACCESS HIGHWAY
- ARTERIAL ROAD
- LOCAL ROAD

Automobile circulation is centered on the Massachusetts Turnpike, which runs right along the train corridor. Though hundreds of thousands of drivers pass through Newtonville daily on the Pike, there are no entrance or exit ramps, so it does not affect the auto circulation in the town center. Washington and Walnut Streets serve as east-west and north-south arterial streets, with the remainder of the network consists of fairly narrow, lightly traveled residential streets.

CIRCULATION



Train Circulation

- RAILROAD TRACKS
- PLATFORM
- SHELTER
- PLATFORM ACCESS

Car Circulation

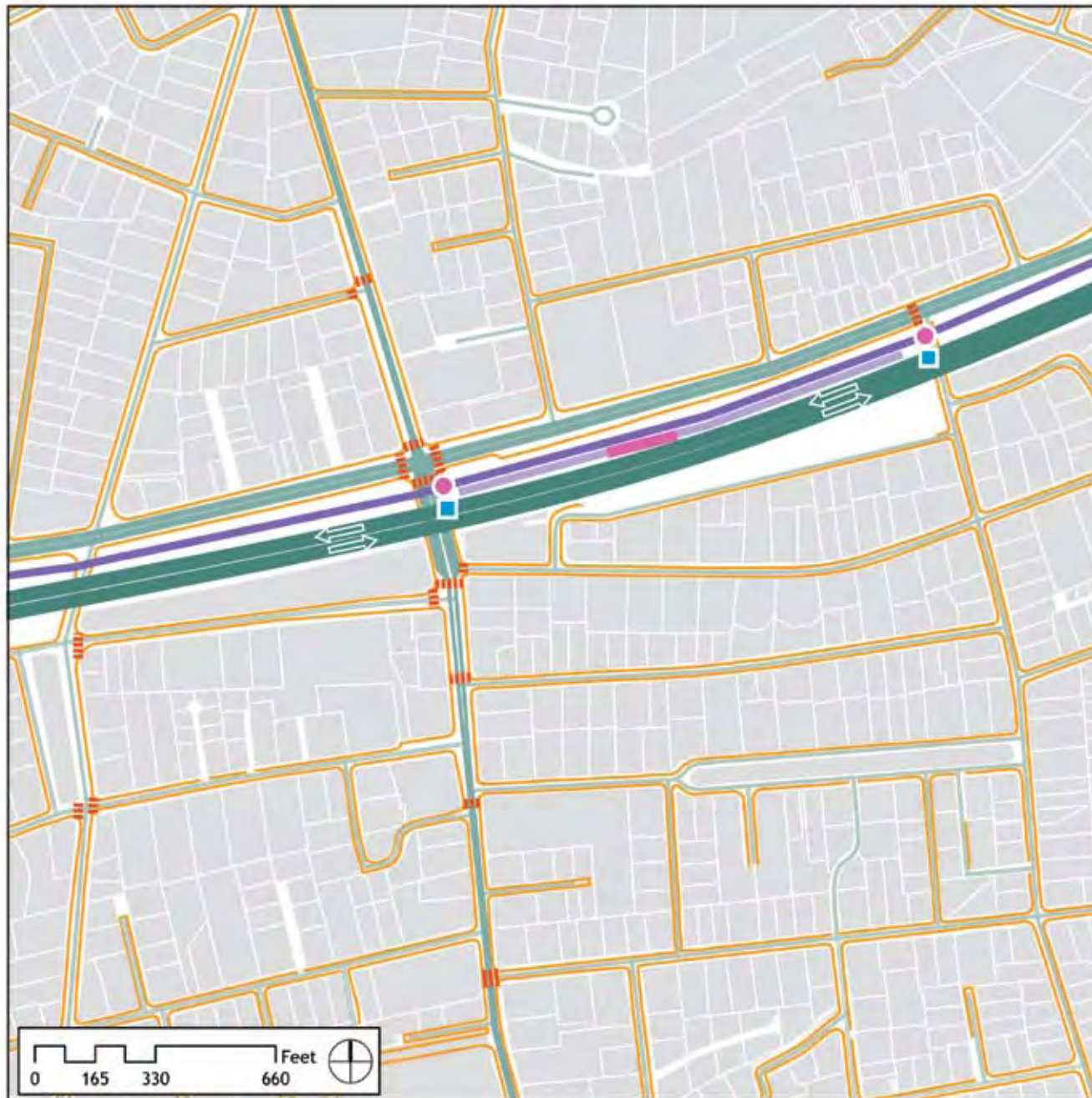
- LIMITED ACCESS HIGHWAY
- ARTERIAL ROAD
- LOCAL ROAD

Bicycle Circulation

- INFORMAL BICYCLE PARKING

Formal bicycle amenities are not present in Newtonville. Bicycles are sometimes locked to the fences outside commuter rail entrances, but there are no bicycles paths or lanes in the town center.

CIRCULATION



Train Circulation

- RAILROAD TRACKS
- PLATFORM
- SHELTER
- PLATFORM ACCESS

Car Circulation

- LIMITED ACCESS HIGHWAY
- ARTERIAL ROAD
- LOCAL ROAD

Bicycle Circulation

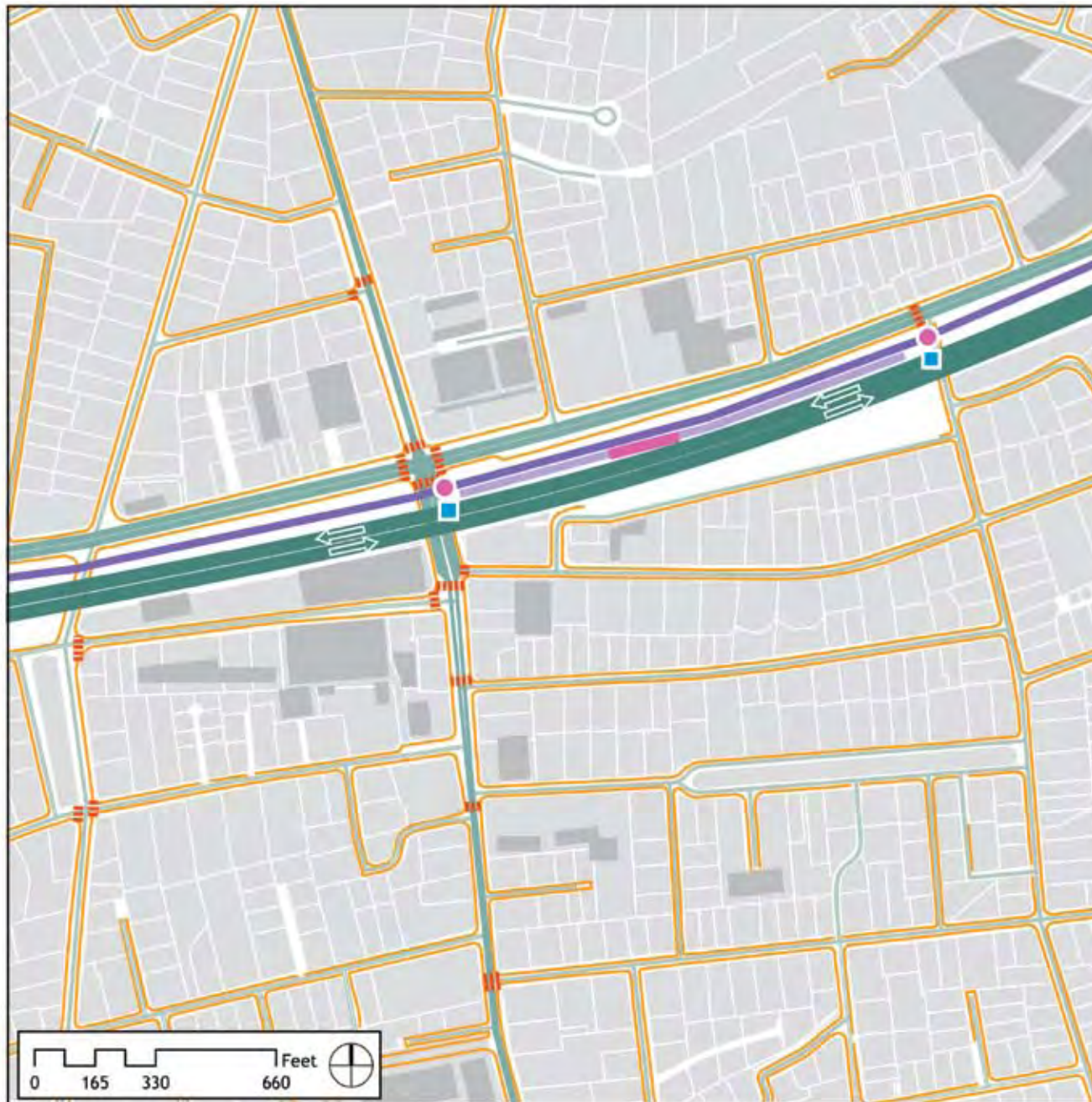
- INFORMAL BICYCLE PARKING

Pedestrian Circulation

- SIDEWALK
- CROSSWALK

Pedestrians can access nearly all of Newtonville, but the quality of the pedestrian experience is questionable in places. Particularly, there are few crosswalks along Washington Street, limiting movement along the block.

CIRCULATION



Train Circulation

- RAILROAD TRACKS
- PLATFORM
- SHELTER
- PLATFORM ACCESS

Car Circulation

- LIMITED ACCESS HIGHWAY
- ARTERIAL ROAD
- LOCAL ROAD

Bicycle Circulation

- INFORMAL BICYCLE PARKING

Pedestrian Circulation

- SIDEWALK
- CROSSWALK

Parking

- SURFACE PARKING LOT

When taken as a whole, the many modes of transportation form predominant corridors along Washington and Walnut Streets.

NEIGHBORHOOD CHARACTER



Existing Commuter Rail Station.



Commuter Rail Station

- There seemed to be a lack of a divide between the train and the adjacent I - 90.
- Stairs leading to the commuter rail platform appeared to be in poor condition.
- The platform for the commuter rail felt uncomfortable, unwelcoming, and unsafe.
- There did not appear to be any means of access for disabled individuals.

NEIGHBORHOOD CHARACTER



View on Lowell Avenue Bridge over Pike



View of Lowell Avenue Bridge from south side of Pike



View of commuter rail and Pike from Walnut Street Bridge east



View of Shaw's from north side of Pike

Mass Pike Corridor

- Bridges over the Mass Pike are uncomfortable for pedestrian use.
- Bridges over the Mass Pike inhibit visual connection between the north and south halves of Newtonville.
- Land immediately to edges of Mass Pike and railway could be used more effectively.
- The only defining highway experience in Newtonville is the Shaw's, an outdated Newtonville landmark.

NEIGHBORHOOD CHARACTER



Lack of and underuse of public seating



Abuse of public bus hut



General absence of pedestrian activity



Pedestrians yield to vehicular traffic

North of Turnpike

- Washington Street appeared to have a low volume of fast traveling vehicular traffic.
- Indication of public transportation on the northern side of I-90 appeared to be poor.
- The northern side of I-90 appeared to have crosswalks only at the corners of major intersections near stoplights.
- There were no bicycle lanes on the north side of the turnpike.
- Seating spaces on the northern side of I-90 were unused and not well maintained
- On the northern side of I-90, Washington Street seemed heavily commercialized. Traveling north along Walnut Street just past Washington Street, there was a more abrupt transition from commercial areas to residential areas.

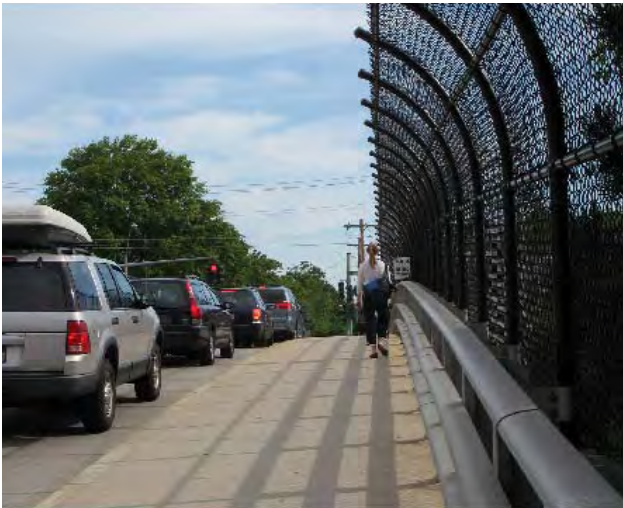
NEIGHBORHOOD CHARACTER



Retail space on Washington Street



Washington Street



Existing bridge over the Mass Turnpike



Washington Street on-street parking

North of Turnpike

- Sidewalk composition (asphalt or concrete) on the Northern side of I-90 in Newtonville varied with location. The areas closer to Walnut Street were better maintained.
- Traveling north along Walnut Street just past Washington Street, there was a more abrupt transition from commercial to residential areas.
- Historic buildings were observed along Walnut and Washington Street on the Northern and Southern sides of I-90.
- Parking appeared to be underutilized (more-so on the North end of town than the south).
- The post office in Newtonville utilized on-street parking for office vehicles.

NEIGHBORHOOD CHARACTER



Use of available public seating and sidewalk space



Positive personalization of public space



Pedestrian activity and presence



Personal use of public space

South of Turnpike

- More young people and more diversity were observed on the southern side of I-90
- Local newspapers, banners, and flyers were located surrounding the entrance to the commuter rail platform from the Walnut Street Bridge.
- The southern side of I-90 had more public and social spaces
- The southern side of I-90 seemed more inviting for pedestrian traffic with more abundant crosswalks in the middle of roadways near major commercial areas as well as at the edges of major intersections.

NEIGHBORHOOD CHARACTER



Private homes and parking



Austin Street parking lot



Commercial building facades on Walnut Street



Historic buildings on Walnut Street

South of Turnpike

- Most residential homes appeared to have personal parking in the form of driveways and garages.
- Some of the parking in the Austin Street lot was allocated for the Newton North High School staff parking (this appears to be for the duration of construction of the High School).
- The west end of Bowers Street appeared to be utilized for additional parking.
- The store front areas on the southern side of I-90 appeared to be well cared for.
- Trees lined the eastern sidewalks on the southern side of I-90 outside of commercial areas.
- Historic buildings were observed along Walnut and Washington Street on the Northern and Southern sides of I-90.

NEIGHBORHOOD CHARACTER



Small clearing along sidewalk off of Washington St



Sound buffer wall south of turnpike



Elmwood Park

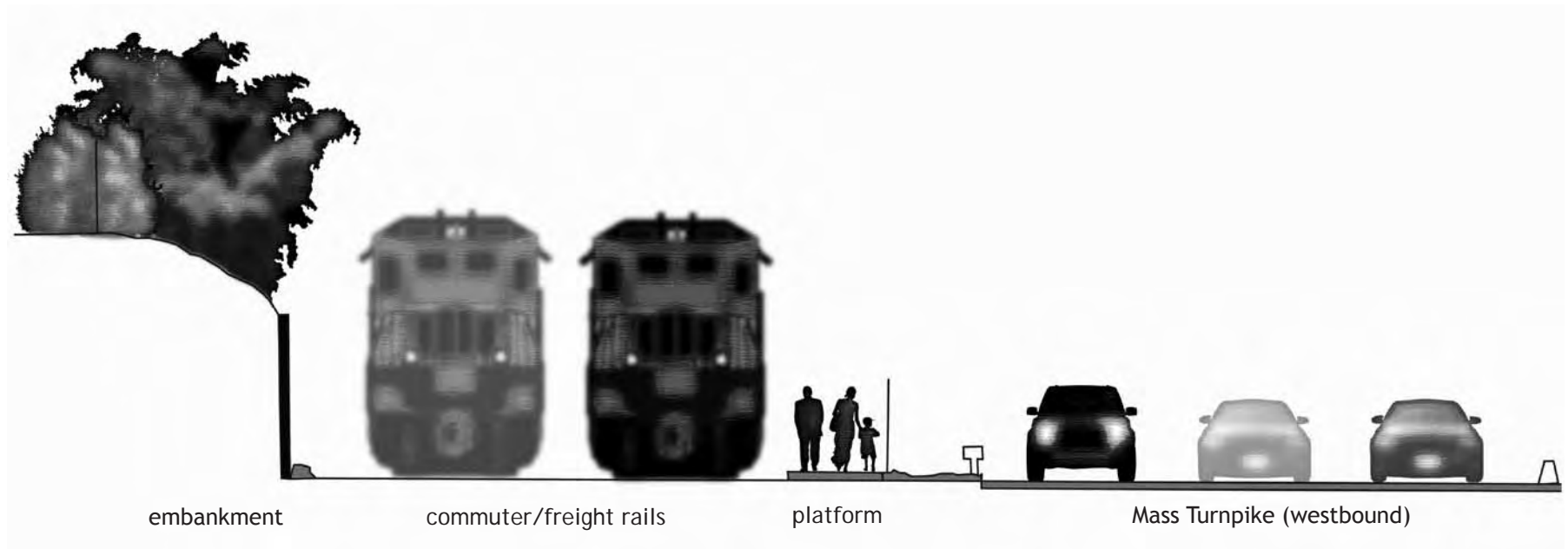
Green/Open Spaces

- The southern side of I-90 had more public and social spaces.
- Both Washington Park and Elmwood Park were empty during time of visit.
- Green spaces along the edges of the Mass Pike and railroad were poorly maintained and could be used more efficiently and effectively.

NEIGHBORHOOD CHARACTER

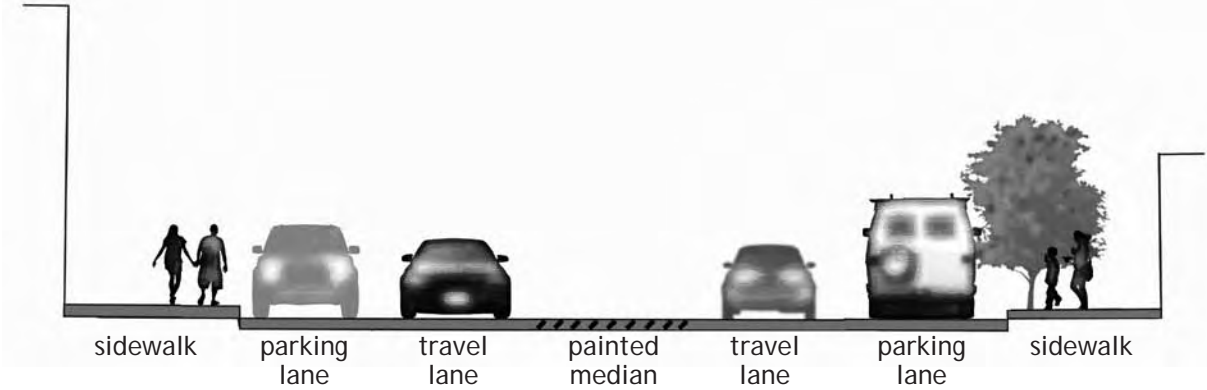


Existing Mass Pike and commuter/freight rails looking east.



Existing section through Mass Pike and commuter/freight rails looking east.

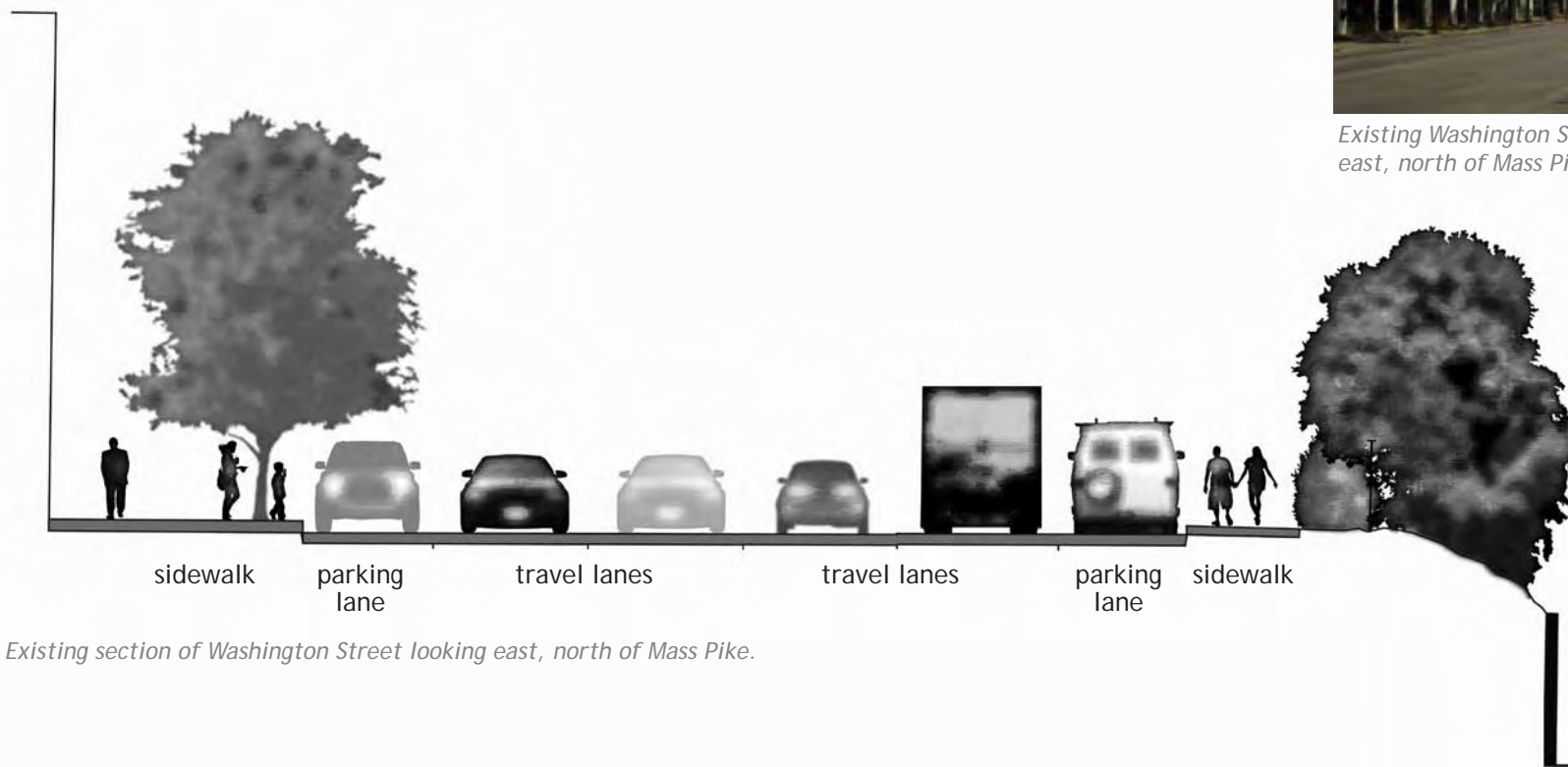
NEIGHBORHOOD CHARACTER



Existing section of Walnut Street looking north, south of Mass Pike.



Existing Walnut Street looking north, south of Mass Pike.



Existing section of Washington Street looking east, north of Mass Pike.



Existing Washington Street looking east, north of Mass Pike.

COMMUNITY MEETING

Questions Posed at Community Meeting [6.3.2008]

- What links the Northern and Southern sides of Newtonville? Does this link need to be strengthened?
- If you were to make a postcard of Newtonville, what would the image on the postcard be?
- Is there a place that exemplifies the qualities of Newtonville's future image?
- What characteristics capture the identity of Newtonville? How has this changed over time?
- What improvements do you feel could be made to better serve the Newtonville community from the perspective of a resident and a commuter?
- Does the community meet your needs?
- How do the needs of Newtonville fluctuate throughout the day?
- What concerns do you have in regards to parking?
- Where do you go to play?
- What are major local events? Where do these take place?



Location of community meeting, Newtonville Senior Center.

COMMUNITY MEETING

Ideas and Comments Generated at Community Meeting

Newtonville's Identity

- Newtonville is somewhere between a city and a village
- The Shaw's supermarket was the original Star Market and is an anchor for Newtonville
- The post office in Newtonville is one of the best in the area
 - There is no crosswalk outside of the post office for easy access across Washington Street
 - Post office vehicles utilize street parking on Washington Street
- There is not currently a unique or memorable image associated with Newtonville

Community

- Most businesses and restaurants in Newtonville are closed early
- Programmed events include:
 - Theater productions at the high school
 - Athletic events
 - Art Center
- An opportunity for multi-family housing in Newtonville exists, which could increase a population to support more local businesses and public areas
- There is a great potential for smart growth
- Newtonville has a strong sense of retail loyalty to local businesses

Transportation, Circulation, and Parking

- Newtonville is a very convenient place with easy accessibility to Boston
- Commuter rail station has a harsh environment
 - The station is often windy and noisy and is unsheltered
- Bike accessibility could be improved
- Sidewalks along Walnut Street are narrow
 - Outdoor seating for businesses is limited by narrow sidewalks
- Pedestrian traffic is highly dependent on sidewalk snow removal
- Pedestrian traffic is dictated by parking availability
- Public transportation is unacknowledged and could be utilized as a catalyst for future development
- There are no pedestrian crosswalk lights on Walnut Street or Washington Street
- People in Newtonville don't commonly walk places and the location of parking lots do not support local businesses

Streetscapes

- Washington Street might be nicer if it had more of a boulevard feeling
- There is an unattractive quality of public space in Newtonville
- Streets in the heart of Newtonville are too wide
- Newtonville has a lack of green space
- More public seating is needed on the southern side of I-90 along Walnut Street
- The renovation of the green space in front of the Senior Center in Newtonville was very successful and is frequently utilized by the community
- There is an apathy of landlords to improve properties in Newtonville

